

# ATR Apron Operations

## Airside Operational Instruction 28

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**A. AMENDMENTS**

This document will be subject to a routine review, over a period not exceeding 18 months. The latest version will be included in the annual reissue of the Aerodrome Manual; interim reviews are carried out as deemed necessary.

Only operational related amendments will prompt the issue of a new Version; pertinent amendments being highlighted in **green** text & indicated by a **green** bar in the right margin. Indication of any amendment of an administrative nature will be listed below.

**B. REVIEW / AMENDMENT HISTORY**

REVIEW SUMMARY			
<b>VERSION / REVIEW REF:-</b>	1.1	<b>REVIEW COMPLETED BY:-</b>	CATHY WILLOUGHBY-CRISP
<b>DATE:-</b>	SEP 16	<b>ROLE:-</b>	AIR TRAFFIC & OPERATIONS MANAGER

PARAGRAPH	AMENDMENT
	<i>Nil</i>

REVIEW SUMMARY			
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<b>DATE:-</b>	DEC 17	<b>ROLE:-</b>	AIR TRAFFIC & OPERATIONS MANAGER

PARAGRAPH	AMENDMENT
	New ownership

## 1. INTRODUCTION

- 1.1 The procedures detailed in this AOI have been generated to formalise the safe ground operations for the parking of commercial, passenger carrying ATR 42 or ATR 72 aircraft on the East Apron at Bournemouth Airport.

The procedures have been established in compliance with CAP 642 and with reference to the Health and Safety Executive guidance on risk management.

## 2. NORMAL OPERATIONS

- 2.1 On arrival, ATR 42 and ATR 72 aircraft will be parked nose-in on stand, under direction of the ground marshaller; Stand 1 or Stand 2 will generally be used for the parking of these aircraft.

Departing aircraft will follow the standard push-back and start procedures, under the guidance of the ground marshaller and with ATC permission.

Full procedures are detailed in AOI 05; Apron Management.

## 3. OPERATIONS IN WIND SPEEDS EXCEEDING 20 KNOTS

- 3.1 In conditions when the surface wind exceeds 20 Kts, the ATR aircraft needs to be positioned such that the aircraft door is shielded from the wind in order to be operated in a safe manner. When such conditions exist and the direction of the wind therefore precludes the aircraft parking nose-in on stand, the policy will be to position the aircraft across two stands, ordinarily being Stand 1 and Stand 2.

Availability of the stands and prior approval for this manoeuvre must be confirmed by the ADM; ATC must be advised of the parking format.

- 3.2 To comply with the requirements of this AOI, the following procedure must then be applied:-

- a) On arrival, depending on the prevailing surface wind direction, the aircraft will either be marshalled onto Stand 1 and directed to turn right, or onto Stand 2 and directed to turn left to park across the two stands, shielding the door from the wind.
- b) Wing-walkers are to be deployed whilst the aircraft is manoeuvred for Apron parking.
- c) Whenever feasible, the adjacent equipment squares are to be kept clear of all equipment whenever cross stand parking is being employed. If deemed impractical, ground handling staff must be deployed to act as look-outs to ensure that the aircraft can manoeuvre safely, on and off the Apron area, clear of any remaining equipment.

- 3.3 Departing aircraft must obtain permission to taxi off the Stand from ATC and must use minimum breakaway power to manoeuvre clear of the Apron area. Ground handling personnel must be deployed to act as look-outs to ensure the Head of Stand and Rear of Stand roadways are clear, whilst the aircraft manoeuvres clear of the Apron area.